GEOGRAPHIC NEWS BULLETIN

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THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

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SLATE PICKERS WORKING AT MOUTH OF COAL MINE

Moving by an endless apron, hour after hour, the coal is looked over by the pickers, whose duty it is to take out every piece of slate. It is wonderful how well trained their eyes become. (See Bulletin No. 4.)

HOW TO OBTAIN THE BULLETIN

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Thrace: First European Foothold of the Turks

DEMAND by the Turks of a part of Thrace, and threats of Mustapha Kemal to fight for this territory, recall how Thrace has constantly been the shuttlecock to Constantinople.

Thrace has expanded and contracted down the ages as a desert pool does in rainy and dry seasons. To the ancient Greeks it was a huge area—"the home of the North Wind"—comprising all of the eastern half of the Turkey of pre-Balkan War days and practically the whole of Bulgaria as well. To the Romans of the west it was only the portion south of the Balkans; and to the Byzantines it was once as extensive as Greece and later a small, intimate region stretching westward from the capital.

The "Inch" That Became an Imperial "Ell"

The Turks may well take heart at regaining control of eastern Thrace, for the replacing of this region under their control cannot fail to recall the happenings of nearly 600 years ago. The first Turks to live on the European side of the Straits were brought over by one of the decadent rulers of the Eastern Empire before 1350 as mercenary soldiers to fight against his Bulgarian and Serbian enemies in Thrace. These Asiatics, through their military operations, became thoroughly familiar with Thrace and even Macedonia. In order that he might have his hired soldiers easily at hand, Emperor John VI committed the final folly of bringing their families over and establishing a military colony in Thrace. They never returned to Asia.

Eastern Thrace—the same region which it is now proposed to return to Turkey—was the "inch" which, in the next few hundred years, the Turks built into the "ell" of their great European empire, at one time extending over the whole Balkan Peninsula and almost to the gates of Vienna. Queerly enough, however, the Turkish Empire in Europe grew to embrace all Thrace and Bulgaria before it absorbed Constantinople.

For more than a century the Byzantine Empire was little more than the city of Constantinople, but it hung on with its imperial luxury chiefly because of its prestige, while the Turkish mushroom grew about it. During this period Adrianople in Thrace was the Turkish capital. Finally the impetuous Mohammed II became sultan and determined to put an end to the fiction of the Byzantine Empire. He captured Constantinople in 1453.

How Turkey Comes Back

Thrace, as the term has been interpreted since the World War, is like a deformed pear with two tapering stem-ends. The central bulge lies north of the roots of the Gallipoli Peninsula. The eastern narrow end lies between the Black Sea and the Sea of Marmora; the western is squeezed between the Aegean Sea and the Bulgarian border, which dips far southward there. The Treaty of Sevres, which attempted to dispose of the Turkish Empire, gave Greece all

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Photograph by Harold F. Weston. © National Geographic Society.

THE PERSIAN GOVERNMENT'S "LIMITED MAIL EXPRESS" FROM TEHERAN TO ISPAHAN. (See Bulletin No. 3.)

This vehicle is a combination sleeper, day coach, and dining car. Three hundred miles were traversed in it along a rough caravan track, bumping day and night, with opium-reeking drivers and relays of horses—hitched four abreast—every 10 or 12 miles. It was escorted by road-guards controlled by the notorious brigand, Mashallas Khan (since hanged), whom the Persian Government is said to have subsidized to protect the mails and official personages from robberies.

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What a Two-Cent Stamp Can Do

AMERICAN two-cent stamps now encircle the globe.

The recent addition of Haiti and Bermuda to places where two cents will carry a letter calls attention to the vast extension, in the last few years, of the "cruising radius" of our two-cent stamps.

With the tiny red square you may dispatch a letter northward to a point where it will be carried to its journey's end by a dog-sled into some Eskimo village; or southward across the equator toward a mule-back journey up the Andes or a canoe trip into a white settlement among the Tierra del Fuego natives.

Eskimo-Land to Patagonia

Theoretically you are entitled to send a letter with a two-cent stamp as far north as Cape Columbia, the point on Grant Land which is supposed to be Canada's farthest north, were there either post office or friend there to receive it, and to the far south of Patagonia or across the Strait of Magellan to the Argentine portion of Tierra del Fuego. The southern limit of your two-cent correspondence does not quite reach Cape Horn, which belongs to Chile, with which a two-cent rate has not been arranged.

East and West your two-cent stamp will reach to New Zealand and Samoa; and to the U. S. Postal Agency at Shanghai, China, and the U. S. Naval Hospital at Yokohama, Japan. Other points in China and Japan require the usual foreign rate of five cents.

Easy to Remember

The alphabetical list of some sixty places where a foreign letter will go at the rate of "two cents an ounce or fraction thereof" seems complicated. But it isn't hard to remember if you catalogue it geographically instead of alphabetically. Briefly, you can send a letter anywhere in North America and Central America and to all important points in the West Indies for two cents. The two-cent rate applies to all South American countries except Venezuela and Chile, Paraguay and Uruguay, and Dutch and French Guiana.

In Europe only England, Ireland, Scotland and Wales are included in the two-cent zone. All of Asia requires a five-cent stamp except the points mentioned above. The oceanic places within "two-cent reach" are New Zealand (including the Cook Islands as well as the New Zealand portion of Samoa), Bermuda and Haiti. Of course it is to be remembered that the two-cent letter rate as well as other domestic rates apply to Alaska, the Canal Zone, Guam, the Philippines, Porto Rico, American Samoa, and the American Virgin Islands.

Post Makes for Peace

Agreement by which more countries gradually are being added to the "two-cent list" are reached through the Universal Postal Union, which first met at Berne in 1874. The oft-repeated statement that the post office is a civilizing

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of Thrace except a little section across the eastern stem, including Constantinople and its immediate environs. Greece was thus to own the whole European coast of the Sea of Marmora and a coast line of 50 miles on the Black Sea.

Under the proposed change the European frontier of Turkey would run not across the narrow peninsula near Constantinople, but some 75 miles farther west, just eastward of the deep central bulge of Thrace. Turkey would thus regain a European territory of some 3,000 square miles, more than half the European coast of the Sea of Marmora, and the entire European Black Sea coast south of the Bulgarian border. But the alteration of the treaty would not restore the Straits to Turkey. These waters, as important, perhaps, as any in the world, would remain under international control; the Gallipoli Peninsula, commanding the Dardanelles, probably would continue to be occupied by international forces; and international garrisons might be placed along the new and longer frontier between Turkey and Greece.

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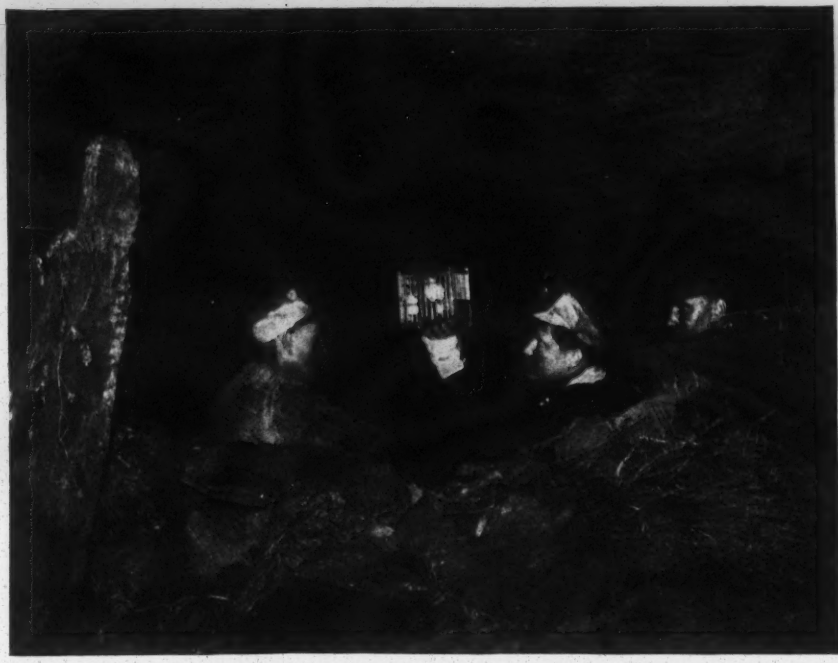

Photograph from U. S. Bureau of Mines.

A TINY GUARDIAN OF THE MINER'S WELFARE

As susceptible as men are to the overwhelming effects of mine gases, the canary bird is much more so. The result is that in many disasters the birds are made the outposts of the invading army of restoration. They are overcome long before man can detect the presence of the gas and therefore warn the men of the dangers ahead.

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The Two Azerbaijans

AZERBAIJAN", still is a novelty in a newspaper date line, so when cable dispatches began carrying stories on the same day about both Azerbaijans the results were confusing.

So long as the man in London, Peking, and Calcutta feels he is paying too much for gasoline because the Bolsheviki hold the reins at Baku, Azerbaijan's capital and Europe's Tampico, the new-born nation of the Caucasus will gain frequent mention.

However, cable reports, some weeks ago, telling about the uprising of Lur tribesmen in Azerbaijan and the proclamation of martial law there, referred, not to Georgia's neighbor country but to the northwest province of Persia.

Now a Soviet Asset

National Azerbaijan approximately comprises the two old Russian provinces of Elizabethpol and Baku. It evolved from the effort, in 1917, of the peoples of Transcaucasia to form a federated state. This experiment was as short-lived as the more recent Republic of Central America, and in the spring of 1918 Azerbaijan declared herself independent. Early in 1920 Great Britain reorganized the de facto government of Azerbaijan and only a few months later that government was ousted by the native Bolshevists and a treaty was concluded with Soviet Russia while relations with all other countries were severed. Russia thenceforth used Azerbaijan as her calling card when she desired admission to international conferences to which she had not been cordially invited.

Baku became the balance wheel of the world's oil supply because Europe considered that its petroleum prevented a world-wide American oil monopoly. Long before oil lubricated world commerce Azerbaijan's oil wrote history. Not so many years ago one might have found among the derricks and shafts and tank cars of Surakhani a solitary priest performing the solemn ritual of fire worshipers for 2,500 years. The "eternal fires" of Baku's burning oil contributed the symbolism of Zoroaster's cult; the "thick water" which burst into flames when poured upon an altar stone finds mention in the Old Testament of the Hebrews; and many authorities believe that petroleum was the basis of "Greek fire."

When Sea Was Set on Fire

The priest has gone and his fires that were supposed to have burned since the flood have been extinguished. Neither may the "sea be set on fire" any more lest the demonstration of the ancient miracle may work another holocaust like that which has several times devastated Baku. But the temple of the fire worshipers, built in Marco Polo's day and restored in the century of Shakespeare, still stands.

The other Azerbaijan, a province of Persia, is the historic soil of the sky-rocket kingdom of the Medes and the whirlwind conquest of Tamerlane. In this Azerbaijan, Zoroaster, who was content with one convert in the first two decades of his ministry, is supposed to have been born and here the modern adherents of his ancient religion, the Ghebers, survive. The faith of Zoroaster has its latter day stronghold in India, however, among the Parsis.

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agent is realized more fully when it is noted that representatives of the central powers, the allied countries and the United States met in friendly conference at Madrid in 1920. As this was the first meeting of the Universal Postal Union since the sessions of 1906, in Rome, a great volume of business was transacted.

These results are embodied in a Universal Postal Convention to which, by alphabetical right, Germany (L'Allemagne) is the first signatory and the United States of America the second.

Both America and Germany, in fact, are entitled to more than alphabetical precedence in the Universal Postal Union. The success of a conference called at the instigation of the United States, in Paris, twelve years before the Postal Union was formed, and the operation of the Austro-German Postal Union which had functioned effectively since 1850, had a direct bearing upon the organization which made it possible for a two-cent stamp to carry your written message to other continents and remote islands of the oceans.

Bulletin No. 2, October 23, 1922.

"For the Increase and Diffusion of Geographic Knowledge"

IF YOU have been to Washington you have seen the beautiful buildings at Sixteenth and M Streets—the Administration Offices and the Library, which constitute the home of the National Geographic Society.

The National Geographic Society is a scientific and educational society, wholly altruistic, incorporated under Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.

The Society has *increased* geographic knowledge in many notable ways. It sent an expedition to the world's largest volcano, Mt. Katmai, in Alaska, which led to the discovery and subsequent explorations by The Society of the Valley of Ten Thousand Smokes, which reminds one of a million locomotives puffing out volumes of steam.

Previously, The Society sent a series of expeditions to Peru to look for traces of the Inca race, and there found a New World Babylon, Machu Picchu, with its marvelous gardens, probable birthplace of the potato.

The finest of the giant California Sequoia trees, oldest and biggest living things, were saved from the sawmill by contributions of The Society and its friends, and The Society helped make possible the finding of the North Pole by support given Admiral Peary's voyage.

At present The Society is conducting extensive explorations among the giant apartment houses of New Mexico, abandoned, long before Columbus came, by some unknown race. Finding out about this mysterious people has all the fascination of a detective story.

In the *diffusion* of geographic information The Society's organ is the *National Geographic Magazine*, which not only is read in the 700,000 homes of its members but also is used in many thousands of schools because of its beautiful and instructive pictures and its readable and reliable articles.

Realizing its responsibility among the youth, The Society has established certain means of diffusing geographic information in the schools, of which the GEOGRAPHIC NEWS BULLETIN is one, and a series of loose-leaf picture sheets, known as the *Pictorial Geography*, is another.

Its book publications, such as "Scenes from Every Land," "The Book of Birds" and "Wild Animals of North America," are widely used in schools, and its beautiful panoramas and new maps, which go to members with their *National Geographic Magazine*, have been ordered for framing by many thousands of schools.

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The "Inside Story" of a Coal Mine

THE COAL STRIKE made coal a subject of more than academic interest to thousands of American homes.

A little-known aspect of the coal industry to stay-on-the-surface users of coal is the working of a big anthracite mine when operating at full blast. Describing a visit to a mine in which there are 85 miles of underground railway, a communication to the National Geographic Society says:

Need Air for Human Fuel

One thing above ground we will be even more vitally interested in when we go below—the ventilating fan, for without it we would be in danger of being "gassed" in times of peace. The fans in this mine fly around with a rim speed of a mile a minute. Every mine has two shafts; the hoisting shaft and the air shaft. To keep the mine free enough from gas to permit work in safety, enormous quantities of fresh air must be sent down the one opening and corresponding quantities of gas-laden air drawn out the other.

To start on our downward journey we step on the "cage" or elevator, the mine superintendent gives a signal, and the floor drops. Down, down, down we whiz past stratum after stratum of rock.

Mine Planned Like a City

Arriving at the bottom, we soon find that a coal mine is planned like a city. There is one main street, or entry, and it has been laid out with the nicety of a grand boulevard. Parallel with this are other entries, and across these entries run other streets, at right angles, usually, which are called headings. Lining all these headings as houses line the streets are the chambers, or rooms, in which the miners work.

When we stop at the bottom we feel ourselves in a small-sized hurricane. It is the air rushing down the shaft and starting through the mine on its mission of purification.

We walk and walk until we begin to feel as though we might be coming out over in China or France, and then we come to the rooms or chambers--for all the coal in the neighborhood of the hoisting shaft has gone up in heat and smoke long before now and this mine is far-flung.

Catacombs of the Living

These rooms or chambers might be monks' cells in some catacombs for the living. Here the miner bores and blasts and digs away the coal and loads it into the mine cars. If he has a helper he does not need to do the loading himself. The car holds about 6,000 pounds of run-of-the-mine coal, and a miner is supposed to fill two of them a day.

When the car is loaded the miner puts his number on it, and presently, with much ado, there comes up the heading and into the passageway leading to the chamber a string of mules walking tandem, or single file, and dragging

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Sanctuary for Racial Fragments

Persian Azerbaijan adjoins the independent Azerbaijan upon the latter's south. The national Azerbaijan is nearly as large as Indiana and has an estimated population of more than two millions. Outside Baku, and aside from the busy railroad lines out of Baku to Tiflis and the internationalized Black Sea port of Batum, the country is typical of the Caucasus which has been most aptly compared to a stone-pile in a New England pasture where mice, gophers, woodchucks and cotton tails creep for safety. Numerous tribes and fragments of races have found shelter in its mountainous labyrinths, and live sequestered from the tides and modes of civilization.

Mohammedanism is the dominant religion in the towns, but in the hills curious sects persist; even the pagans who hold weird feasts to nature gods in sacred groves.

Persian Azerbaijan has a slightly smaller area, about that of South Carolina, and about three-fourths as many people as its northern neighbor. Tabriz, second city of Persia, is capital of the province. It is bounded on the north by the Aras River, formerly a political demarcation line between Asia and Europe. The slopes of the Caucasus to the north of the Aras merge so gently into the hilly country to the south of the river that the outstanding distinction between the two Azerbaijans—that one was generally considered to be in Europe until the time of the World War and the other in Asia—becomes academic when one traverses the two.

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Angora: Noted for Temples—and Goats

A CITY founded by Midas of the touch of gold; overrun two centuries before Christ by far-wandering cousins of the Irishman of today; a great and wealthy community under Rome and Byzantium—and in spite of its checkered history and its past glory, known to recent generations in the West only because of a long-haired goat! Such is Angora in central Asia Minor, where Mustapha Kemal Pasha set up "the Angora Government" which he claims to be the real government of Turkey.

The remote kinsmen of the Irish who figure in the history of Angora were 20,000 Celts from central Europe, who, unable to push into Greece, decided to try their luck across the Hellespont. After harrying the country for half a century they were forced to settle around Angora, then known as Ancyra. Their country became known as Galatia. There St. Paul is supposed to have founded a Christian Church to the congregation of which he addressed his "Epistle to the Galatians." In the fourth century the Celtic language was still to be heard in Galatia, according to St. Gerome.

A Touch of Celtic Spirit in Asia

The Celtic invaders were always in the minority and were finally absorbed, as the Norman conquerors of England were absorbed by the Saxons. Many observers profess to see the effects of Celtic blood in the people of Angora today, and describe them as lighter in complexion than the people of other parts of the Near East and "the most genial of the Mohammedans of Asia Minor."

Ancyra dwindled to a village under Celtic rule, but following the annexation of Galatia to the Roman Empire in 25 B. C., and during the hundred years in which it was maintained as the Roman frontier province, the city took on great importance. One of the most famous of the ruins of Asia Minor is that of a beautiful marble temple in Angora dedicated "to Rome and Augustus."

During the Byzantine period Ancyra became even more important, its position between Constantinople and Mesopotamia and Persia making it the metropolis of interior Asia Minor. The rising power of the Turks was indicated by the fall of Ancyra into their hands more than a hundred years before the fall of Constantinople. But Ancyra was captured shortly afterward by the Christian Crusaders during one of their farthest sorties inland and was held by them for eighteen years until 1360, when it again fell into Turkish hands.

A City of Mud and Marble

Though marble reminders of its ancient glory are scattered about in the Angora of today, it is predominantly a dingy city of mud brick houses and narrow streets. A mosque is built against one of the marble walls of the noble old Augustan temple. The walls and gates of the city are constructed of fragments of demolished Greek and Roman buildings, colonnades and other structures.

The city is 220 miles southeast of Constantinople. It has a population of about 30,000. In pre-war days approximately a third of them were Armenians

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an empty car behind. They pull out the loaded car, set the empty one where the miner wants it, and go back the way they came, with the load of coal.

There are other strings of mules, also, and they distribute the empties and mobilize the loaded cars from and at given points. Then the compressed-air engine comes along and makes up a train of loaded cars after dropping one of empties ready for distribution. The coal trains are pulled down to the hoisting shaft, and one by one the cars go to the surface, an empty coming down as a loaded one goes up.

How the Coal Came To Be

Having seen the harvest in the coal field, let us turn to the seed time. Millions of years ago Nature stored away billions of tons of coal for us, and then left us a record of her processes written in a language that all ages and tongues can understand. It is a story so wonderful as almost to defy belief, and yet one so plain to him who reads it as to defy unbelief.

Vegetation grew rankly, leaves and stalks settled into marshes, and were carbonized, almost as though it had been for our benefit. Those were happy days in the vegetable kingdom. Plant life was quickened as animal life is stirred by the ozone of the sea, for the air was laden with unimaginable supplies of carbonic acid gas, which was inhaled by the Brobdingnagian jungle.

Indeed, so rich was the atmosphere in its supply of this gas that, while it made vegetation grow extraordinarily rank, it would have suffocated man. Furthermore, there was warmth exceeding anything we know in the tropics today, and there was moisture in abundance—more than the most spendthrift of plants could wish for.

How amazingly dense was the vegetation of the coal-forming era may be shown by comparisons with existing forests. Should Nature, by the process of the coal age, transform the densest jungle in the world today into a coal seam, it probably would be only a few inches thick; yet there are coal seams which are 60 feet thick, though 10 feet is regarded as a fine seam, and 3 feet will produce more than 5,000 tons to the acre.

Bulletin No. 4, October 23, 1922.

who spoke Turkish. It is perched on a rocky plateau to the north of which are fertile valleys and to the south of which stretch plains merging finally into a great desert. On these southern plains are pastured large herds of sheep, and goats with long silky hair which have made the name, Angora, familiar to Western ears. Large quantities of wool and mohair are exported.

Cats, and to a less extent dogs and other animals in the neighborhood of Angora, have unusually long silky hair. It is believed that the climate and perhaps the soil of the region are responsible for this peculiar development.

Bulletin No. 5, October 23, 1922.

Photograph by H. G. Dwight. *© National Geographic Society.*

HAULING FREIGHT FROM THE CUSTOMS-HOUSE AT CONSTANTINOPLE, TURKEY